METROPOLITAN TRANSIT AUTHORITY

Co-operation

VOLUME 30 DECEMBER, 1951 No. 4

DAY SQUARE STATION
ORIENT HEIGHTS STA.
AIRPORT STA.
MAVERICK SQ.

Happy New Year
To Our Riders

"Good work is a good habit."

—Anon.

THE YEAR 1951 now draws to its close, and as we look back on its events, we find the fundamental problem of mass transportation still far from being solved, both here and elsewhere in the nation.

Much has occurred upon this railway along efficient and constructive lines, notwithstanding the unfortunate continuing decline in the total volume of passengers carried each year.

The East Boston tunnel extension is practically completed and is about to start in operation; West Roxbury has been provided with modern trackless trolleys; a token system of fare collection has been successfully introduced and the antiquated fare boxes have given way to complete modernization. Car miles have been substantially reduced to fit the riding pattern and thereby avoid waste, and the safety and courtesy records have been commendable.

As frequently mentioned in this column, there always exists the personal responsibility of each and every employee to remember the nature of our public service duty and the objective to "deliver the goods" all along the line. Certainly, good work can never be overdone and vigilance is constantly necessary in order that imperfect work will be eradicated.

Resolution once a year does not have staying power. Why not make every day in 1952 a resolution day to operate this railway better than it has ever been operated before and thus influence people and win riders?

In another sorely troubled year of world crisis, the faith and hope of Christmas is with us again, and I wish for you and your family a happy Christmas and the best of New Years, with a prayer that lasting peace shall come.

Edward Dana

Co-operation VOLUME 30 DECEMBER, 1951 No. 4

East Boston Extension About To Open

WILL SAVE RIDERS TIME – FEATURES NEW CARS

THE M.T.A. plans to start operation of the East Boston rapid transit extension on January 5, 1952.

To the residents of East Boston, Chelsea and Revere who have been waiting patiently for this extension to open, the inauguration of service on this line will be a welcomed improvement at the advent of the New Year.

This major development, the longest extension of rapid transit facilities in Boston since the construction of the Dorchester rapid transit extension, completed in 1928, will provide modern, safe, fast, comfortable and convenient rapid transit service to a population of about 130,000 in a 14-square-mile area which it will serve.

An additional area, including Winthrop and municipalities north of Revere, will be served by this extension through feeder lines of other transportation systems. Moreover, this extension will improve transit service for persons in other parts of the M.T.A. area who wish to go to the East Boston, Chelsea, Revere and northerly sections of metropolitan Boston.

RUNNING TIME REDUCED

THE RESIDENTS of the northeastern area will find their running time to and from central Boston greatly reduced. Freed of street traffic interference, these commuters, traveling over the private right-of-way in brand new ultra-modern cars or in remodelled existing cars, will reach their destination, whether it be their working places or home, or shops, or entertainment or recreational spots, in short order and greater comfort.

With the fast trains, the trip from the center of Boston, Park street station, to the outermost station on the extended East Boston tunnel, Orient Heights station, will be 15 minutes, which includes sufficient time for transferring at Scollay station. The speedy time between these two points via rapid transit service will be considerably shorter, in view of street traffic conditions, than an automobile can make the trip under normal conditions.

The commuters to and from the Logan International Airport will have the benefit of a service between it and central Boston which will make the Airport the most accessible in any metropolitan area throughout the nation. The trip from Park street station to Airport station will take 10 minutes, and allowing an average of 10 minutes for transfer time and the bus trip to the Airport, most commuters to the Airport can look forward to a 20-minute trip.

The extension will also provide for rapid transit service to Suffolk Downs during racing meets.

NEW CARS LONGER

FOR THE rapid transit service, 40 new cars, streamlined inside and out, three inches higher and 15 inches longer than the present cars, have been provided. The 48 existing cars are being modernized and equipped with new motors and will be able to keep their place with the new cars. Of these older cars, work on 24 will be completed and the cars back in service in time for the opening.

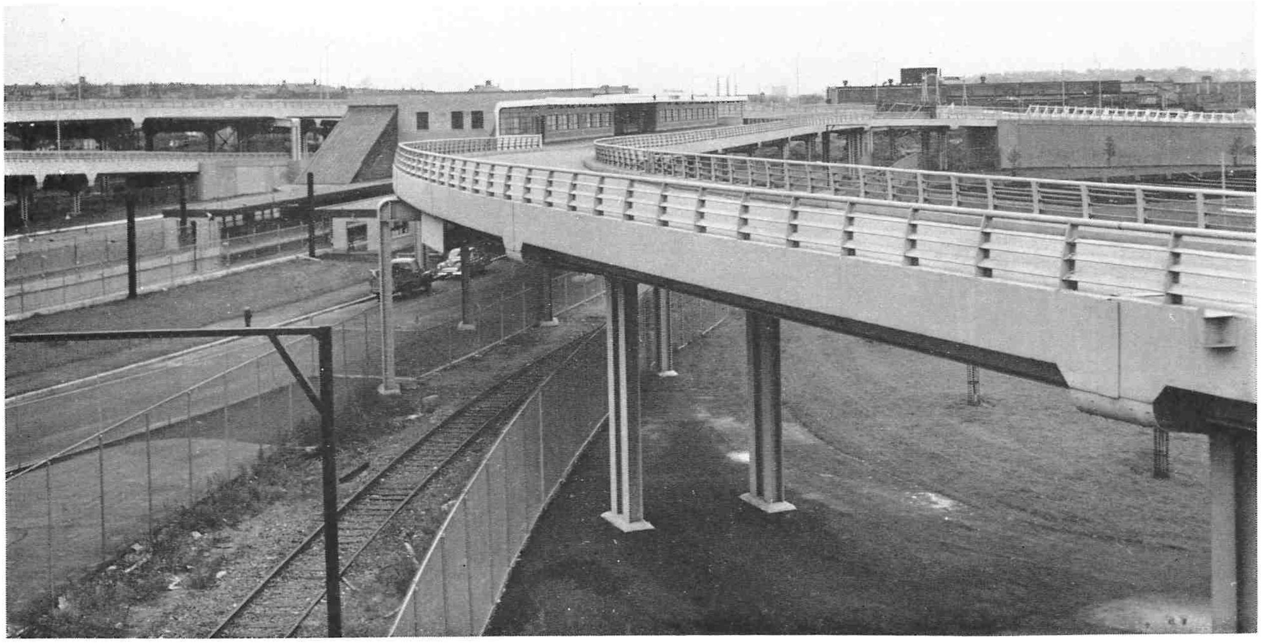
The people of the northeastern area will have not only the benefit of the extended rapid transit lines, but the surface car lines, which formerly fed into Maverick station, will be converted either to trackless trolley or bus operation and routed to Orient Heights, Day Square, or Maverick stations. For this service, 70 new trackless trolleys were purchased.

DESCRIPTION OF IMPROVEMENT

THE NEW LINE, extending from Maverick station at the terminus of the East Boston tunnel to the vicinity of the Suffolk Downs race track, is about 2½ miles long, will have three important stations — Airport, Day square and Orient Heights. A fourth station will be built at Suffolk Downs to be used only during the racing season. The route of the

---

*The major portion of this article is from a talk by Colonel E. B. Myott, Superintendent of Engineering and Maintenance of the Metropolitan Transit Authority, given before the Boston Society of Civil Engineers on November 19, 1951.



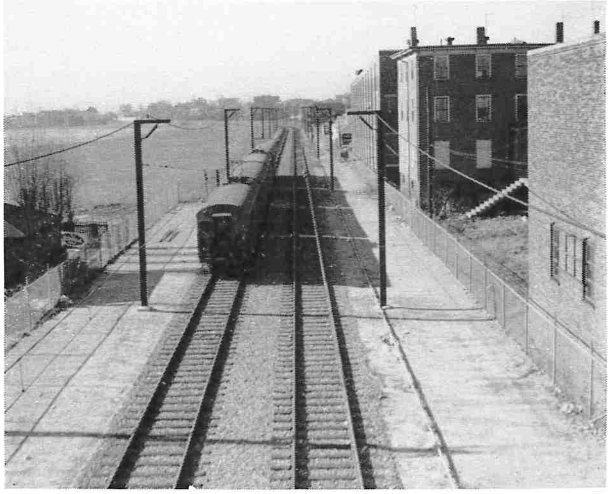
Airport station and approaches.

East Boston extension follows for a considerable distance the Old Narrow Gauge Railroad right-of-way, and the line can be further extended, following legislative authorization, along the right-of-way to Beachmont, Crescent Beach and the Bath House in Revere, over land owned by the Authority. The extension includes two sections of subways and inclines having a total length of 3,000 feet and 9,800 feet of surface construction. One of the subway sections extends from Maverick square to the Airport station, and the other section underpasses a Boston and Albany Railroad siding which serves Logan International Airport.

The construction work also included high retaining walls; bridges; station structures; an interlocking tower; an electric sub-station; car inspection and repair shop; power distribution and overhead catenary feeders; lighting and signal systems; 26,000 feet of main line tracks; and a modern rapid transit storage and operating yard consisting of 22,000 feet of track. Two automobile parking areas have been built, one at Orient Heights station having a capacity of 200 automobiles, and one at Day square station having a capacity of 340 automobiles.

AIRPORT STATION

THE AIRPORT station is situated along the elevated express highway, which will extend from the McLellan highway to Maverick square, and near elevated connections from the express highway to the Airport. It has an elevated busway joining the elevated highway connections for M.T.A. buses operating at the Airport. The station was designed primarily to serve the Airport, but a roadway and walks are provided for serving people in the immediate vicinity. The station has two levels, the lobby level which is at the same elevation as the busway, and the train platforms which are approximately at

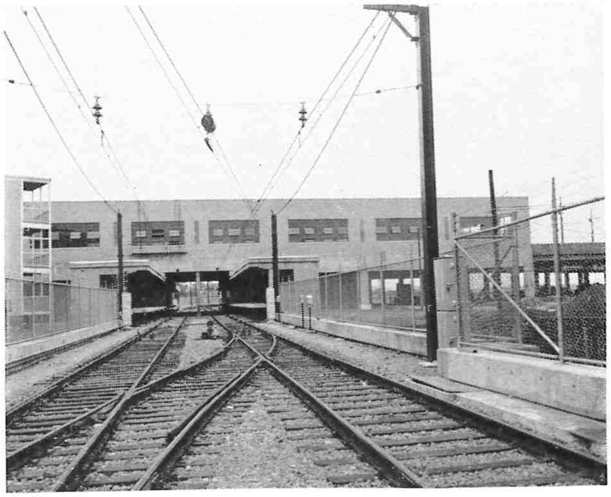


On the right of way approaching Orient Heights station.

the elevation of ground surface. The lobby contains fare collection equipment, service rooms, and two stairways on each side, extending from the lobby to the inbound and outbound platforms below.

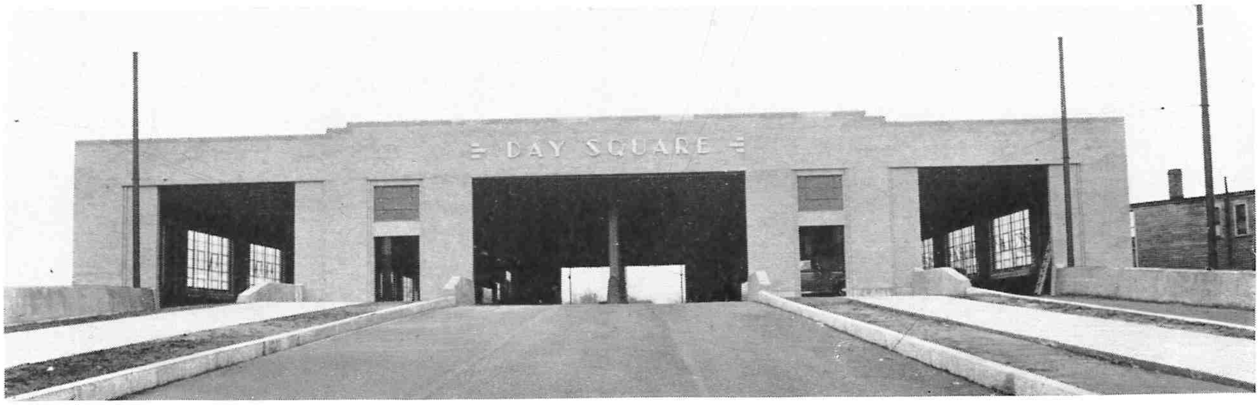
DAY SQUARE STATION

THE DAY SQUARE station, the most important on the extension, is located near the crossing of Bennington street and the express highway extending from the existing McLellan highway to the Airport and Sumner tunnel. This station also consists of two levels, the lower level with rapid transit platforms at ground surface, and the upper level of two parts, one for unloading and one for loading trackless trolleys and buses. The station has space for 12 berths for both unloading and loading vehicles. During rush hours, it is expected that trackless trolleys and buses will enter and leave this station at the rate of about 65 vehicles per hour. At the southerly end of the station, there is an elevated loop for turning around the vehicles. An incline with four traffic lanes extends from the upper level to Bennington street. At the beginning of operation, six major and other intermediate feeder lines will transfer their passengers to the rapid transit trains below at the station.



(Above) Showing the two levels at Day square station.

(Below) Bus-way at Day square station.



ORIENT HEIGHTS STATION

THE ORIENT HEIGHTS station is located on Bennington street near the intersection of Bennington street and Saratoga street. Feeder lines from the Revere Beach section of Revere and from Bennington street southerly of the station, will transfer their passengers at street level immediately adjacent to Bennington street to the inbound rapid transit platform. A busway has been provided on the easterly side for the interchange of traffic from Winthrop. The station consists of two covered rapid transit platforms with an enclosed bridge over the tracks connecting the platforms. The platforms are divided into two sections for unloading and loading in separate areas. On the Bennington street side of the station there is space for seven berths for both unloading and loading vehicles.

Just beyond the Orient Heights station, marsh land has been filled to provide a yard for the storage, inspection and repair of rapid transit cars. The facilities located here consist of an electric substation, an interlocking tower, inspection and car repair shop, and a central heating plant.

The main line tracks are joined to the yard tracks by a double track wye connection, with turnouts and crossings designed to provide (continued on page 95)

Co-operation

Mr. Dana Stresses Courtesy For Good Public Relations

FOLLOWING IS THE TEXT of the message of General Manager Edward Dana, relayed by special telephone arrangements from the main office at 31 St. James avenue to M.T.A. employees at the Bennett street station, Thursday, October 25, on the subject of the importance of courtesy for good public relations:

"Last June, I talked to the men at Reservoir station on the subject of safe and comfortable operation of two- and three-car trains in the subway and on the street. Today, I am talking to you at Bennett street station on the subject of complaints from the public against our personnel, and would have been glad to talk to the men at all stations but communication difficulties made that impracticable.

"I was much impressed by a recent article in 'The Union Leader,' the official weekly journal of the Amalgamated Association members in the employ of the Chicago Transit Authority.

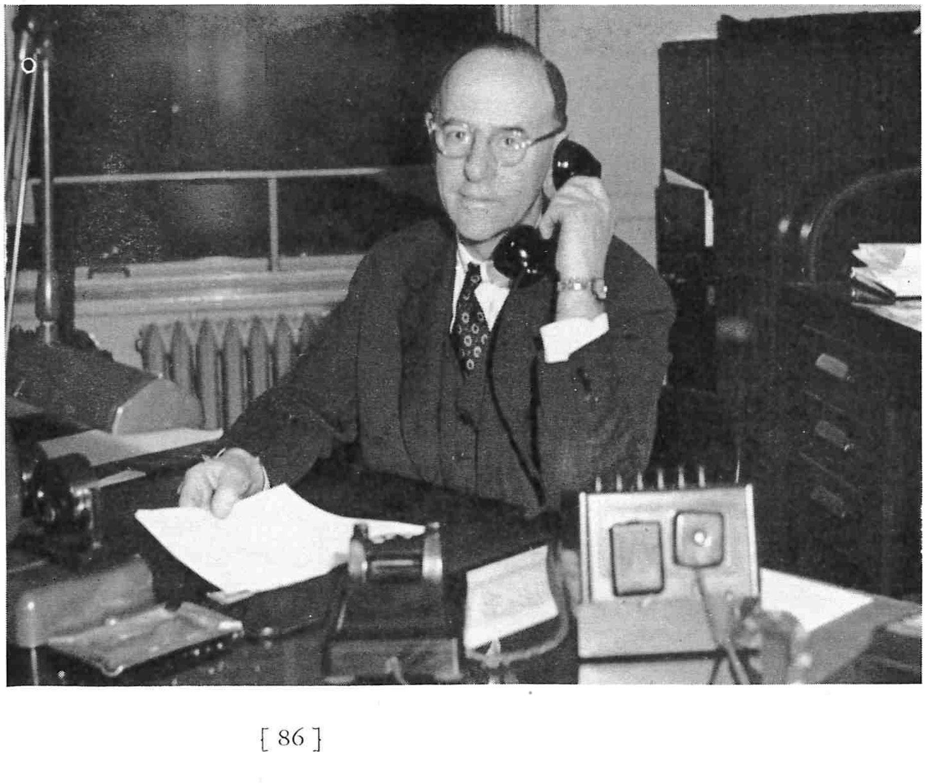
"The article is entitled 'How To Lose Friends and Infuriate People' and I will quote a half dozen paragraphs which apply with equal force to every transit system in the United States.

"For the month of July there were 230 complaints against employees of the Chicago Transit Authority.

'There's not a man working on the cars who doesn't realize that this sort of thing is going to hurt us, our jobs, and whatever good will the majority of us have been trying to build up.

'Every one of those persons passed up by one of our members represents another "ghost" fare. Some probably gave up in disgust and walked. Some with a little cash in their pockets probably hailed a cab. A few may even have "hitchhiked" a ride. But whatever each did, we do know one thing that ALL of them did. They all fumed, fretted, cursed CTA and us, and told at least ten of their friends, neighbors and relatives about what a rotten deal CTA gives them.

'Nine out of ten persons who lose their tempers with us on our cars and buses will cool off



Mr. Dana speaks, via telephone, to men at Bennet street station.

later and not bother to report the incident. We're the same way ourselves. And so we know that when 146 persons don't cool off and are still angry enough to sit down and write to CTA something must have happened.

'We're not assuming that our own men were in the wrong in all 230 of these cases. It is even conceivable that they were not wrong in ANY of them. Conceivable, but unlikely.

'But let's all of us try to be a little more patient if we can. Let's be above the petty wrangles that some people love to engage in. Let's keep doing a good job and try to avoid the public clashes that hurt our reputation.

'Most of us, we're happy to say, do a very good job of public relations. Let's help those few among us who do not do a good job. Let's point out to them that we're taking the blame for their sins. No notice on the bulletin board is going to stop those complaints. But YOU, individually, can do much to stop them, if you will.'

"While I do not propose to make comparisons, I have a conviction that our record in this respect is one of the best in the nation. The same principles enumerated in the LEADER article apply here, however, and we should endeavor constantly to improve this public relations aspect of our business.

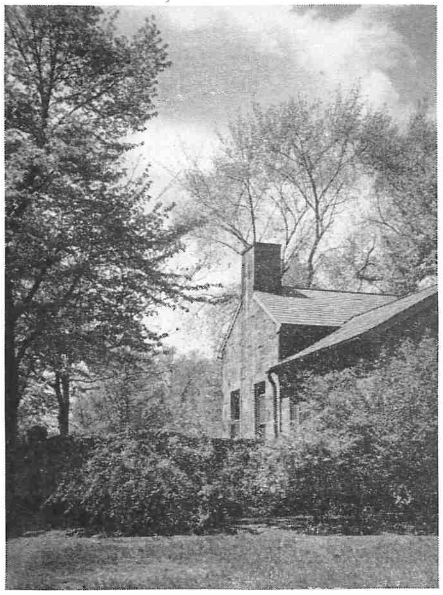
"Mr. Budd, Chairman of the Chicago Board, recently stated 'For selling the ride our own drivers are the most important group we have.' In this opinion I concur, and rides cannot be sold by discourtesy or other acts which result in bitter complaints.

"I have confidence in our personnel and urge you to work as a team to eradicate discourtesy."

THIS MONTH'S QUIZ
An EXTENSION of Service and Knowledge!

1. E - - - - - - - - - -
   We use it for power.
2. A - - - - - - - -
   We're not a company but an______
3. S - - - - - -
   We operate on, above and under them.
4. T - - - - -
   They are becoming more and more nearly extinct.
5. B - - - -
   Our most mobile passenger-carrying equipment.
6. O - - - - - - -
   V.I.P. in the business of running a railway.
7. S - - - - - -
   One of our levels of transportation.
8. T - - - - -
   Something new has been added in Boston.
9. O - - - - - - -
   Our street cars use this type of power transmission rather than the underground type.
10. N - - - - - -
    May you have a happy one.

Did You Make Your Destination?
See Answers on Page 106.



WHAT IS IT? WHERE IS IT?

This looks like a poet's cottage in some spot of England. But it's right in Boston where you must have seen it. Check your answer on page 107.

More Than 73% of Rapid Transit Riders Now Use Tokens to Pay Fares; New Method Meets With Success

RIDERS on the M.T.A. started using tokens to pay 15-cent fares at 5:00 a.m. on November 10.

The inauguration of the new fare collection method was smooth and satisfactory and its operation since has been highly successful.

Advance purchase of more than one million tokens by the public enabled a gratifying start of the system. Riders prepared for the change-over by buying these tokens in the nine-day period prior to the first date of use.

Introduction of the method in a three-day light riding period, including a Saturday, Sunday and Armistice Day, provided opportunity for public experience with tokens when the railway's facilities were not taxed by the customary rush-hours of average weekdays.

The M.T.A.'s experience on the fourth day, Tuesday, a normal work-day in the area, indicated clearly that many thousands of passengers had already become accustomed to the use of tokens.

APPRECIATION EXPRESSED

ON THE FOLLOWING DAY, when satisfactory results were unquestioned, General Manager Edward Dana, in a public statement, expressed appreciation of the Authority officials for the help obtained in successfully inaugurating the system.

Mr. Dana said in part:

"The Authority thanks the thousands of riders for their splendid co-operation in buying tokens in advance and in being prepared to use these tokens in station passimeters from the first day and since. During the period of advance sale there were 1,034,925 tokens purchased by M.T.A. riders. Their continued co-operation in the purchase of tokens for use in station passimeters will assure the long-term success of this efficient method of fare collection.

"The Authority also thanks the newspapers for their generous use of space in informing their readers of the impending change and how it would affect them as M.T.A. riders.

"Acknowledgment is likewise made to radio and television stations for their public-spirited co-operation and helpfulness.

"The Authority also appreciates the efforts of its employees to help make the change-over a smooth and easy one."

Token booth at Park street for convenience of riders.

SYSTEM PRAISED

INDICATIVE OF THE SUCCESS attained in the inauguration of the system were the following headlines taken from the Boston Metropolitan press:

"Public Likes M.T.A.'s Tokens"—*Boston Sunday Advertiser.*

"All's Well in Debut of M.T.A. Tokens"—*Boston Post.*

"Use of Tokens on M.T.A. Put In Effect Without Hitch"—*Boston Evening Globe.*

EXTENT OF USE

THE EXTENT of token use as fare payments on the M.T.A. system from November 10 to November 17 is indicated by the following statistics:

At Rapid Transit Stations

Token fares collected	2,565,023
15c cash fares collected	921,623
% of fares collected by tokens	73.57%

On Surface Lines

Token fares collected	220,694
15c cash fares collected	1,049,647
% of fares collected by tokens	17.37%

System Wide

Token fares collected	2,785,717
15c cash fares collected	1,971,270
% of fares collected by tokens	58.56%

The table below compares the daily sales and redemption of tokens from November 10 to 17.

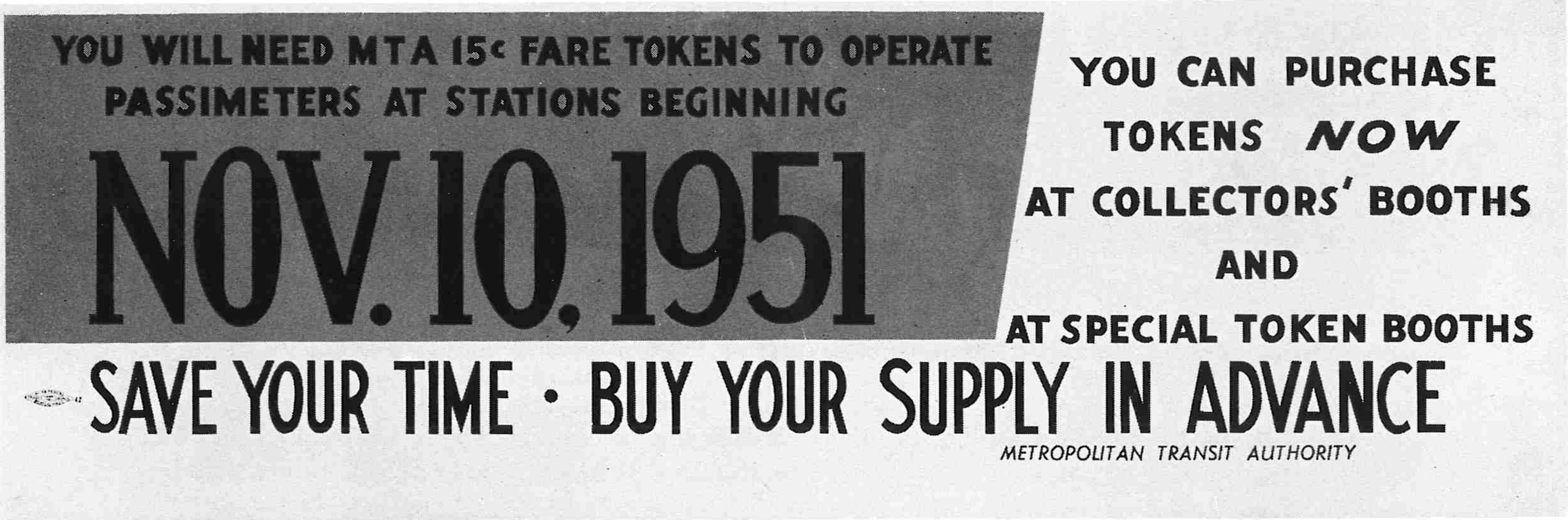
	No. Sold	No. Redeemed
November 10	413,464	258,960
November 11	127,898	113,992
November 12	336,158	302,341
November 13	426,885	415,748
November 14	336,677	437,372
November 15	405,028	448,051
November 16	455,736	448,733
November 17	410,936	360,520

Token-operated passimeters at Harvard station.

The number of tokens outstanding at the close of the day on November 9, the last day of advance sale, was 1,006,400 and the number of tokens outstanding at the close of the day on November 17 was 1,133,465, indicating that since the effective date M.T.A. passengers have been buying a greater number of tokens than they have been using, thus resulting in a more widespread distribution of tokens.

MAKING PLANS FOR SYSTEM

OF INTEREST is the fact that a token system of fare collection was previously in effect on the railway. From February 22, 1919, to July 10, 1919, the fare then in existence required the use of multiple coins. The need for the earlier use of tokens was eliminated with the adoption of a single coin fare.



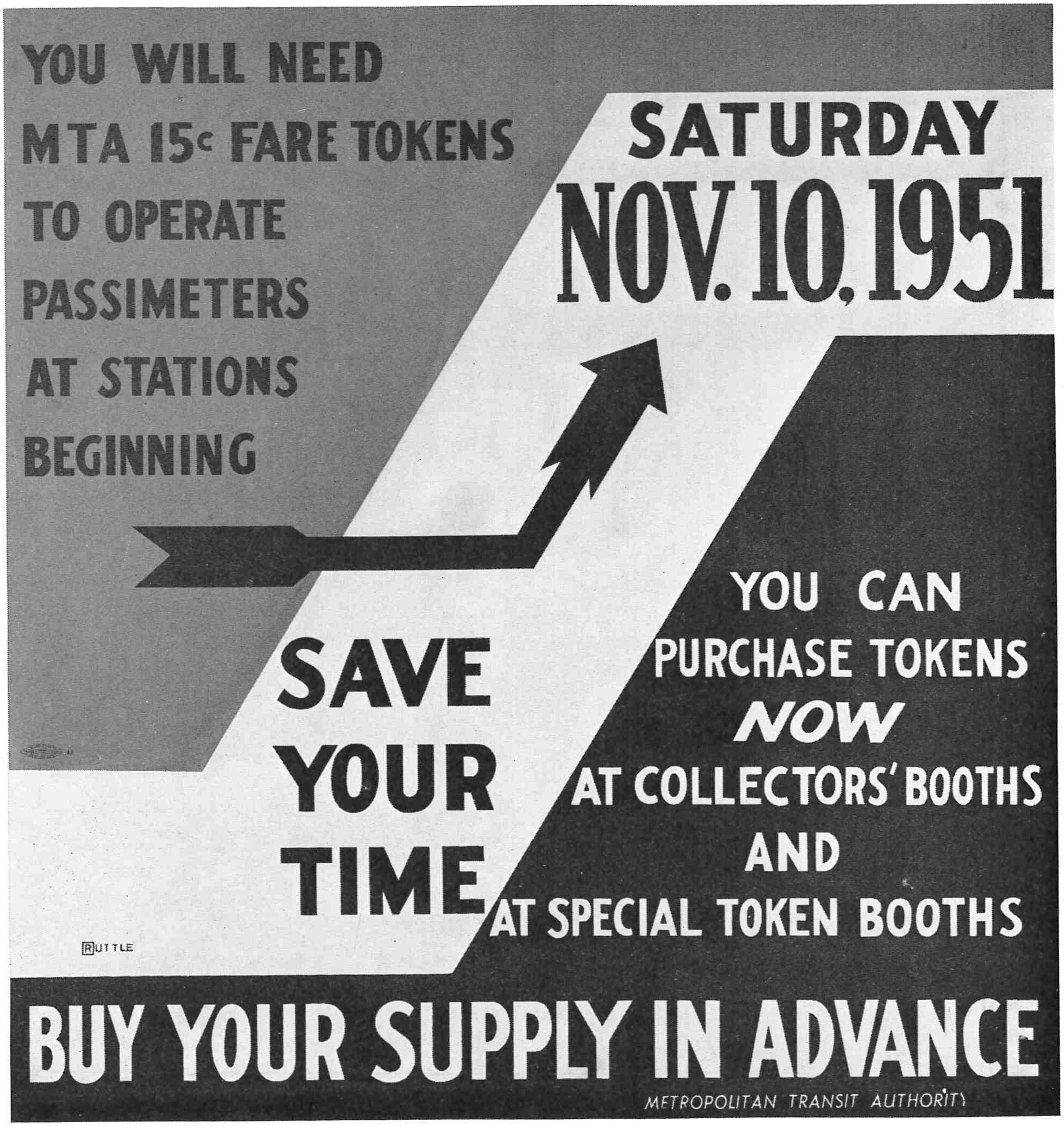
YOU WILL NEED MTA 15¢ FARE TOKENS TO OPERATE PASSIMETERS AT STATIONS BEGINNING

NOV. 10, 1951

YOU CAN PURCHASE TOKENS *NOW* AT COLLECTORS' BOOTHS AND AT SPECIAL TOKEN BOOTHS

SAVE YOUR TIME • BUY YOUR SUPPLY IN ADVANCE

METROPOLITAN TRANSIT AUTHORITY



YOU WILL NEED
MTA 15¢ FARE TOKENS
TO OPERATE
PASSIMETERS
AT STATIONS
BEGINNING

SATURDAY
NOV. 10, 1951

SAVE
YOUR
TIME

YOU CAN
PURCHASE TOKENS
NOW
AT COLLECTORS' BOOTHS
AND
AT SPECIAL TOKEN BOOTHS

RUTTLE

BUY YOUR SUPPLY IN ADVANCE

METROPOLITAN TRANSIT AUTHORITY

The decision again to use tokens on the railway was made a year ago. The purposes were, of course, to obtain a more efficient method of fare collection and to promote further economies in the operation of the railway.

The story of the development and operation of plans to permit M.T.A. passengers to operate passimeters through use of tokens is one involving long and thoughtful planning and mechanical accomplishments of a noteworthy nature. In the last issue of CO-OPERATION, reference was made to the physical changes required in fare collection equipment.

DETAILS OUTLINED

WHEN ASSURANCE was given through completion of the equipment changes and the delivery of tokens, plans were set in operation to enable M.T.A. passengers to use tokens as fares.

This required the formulation and carrying out of various details in connection with the instruction of employees in their new duties, the important manner in which they could help to make the system work satisfactorily, and the larger task of providing information and instructions to the public-at-large.

The advertising and publicity program was directed toward obtaining a general public realization of the highlights of the contemplated change-over.

PUBLICITY TIMETABLE

THE FOLLOWING SCHEDULE for token sales promotion, advertising, publicity and employee instruction was followed:

October 15	Letter from Mr. Dana to all employees requesting their co-operation and announcing date of advance sale. First news release to all Boston daily newspapers and suburban dailies and weeklies, announcing effective date of token system and date of advance sale of tokens.
October 31	Second news release to Boston newspapers announcing that advance sale of tokens would begin the following day, November 1.
November 1	Newspaper advertisement announcing effective date of token system and that tokens were then on sale. Posting of 92 subway boards, 800 end cards in vehicles and at stations, 2,450 clerestory cards in vehicles and beginning of distribution of 35,000 "take one" cards,—all copy displaying effective date and announcing that the advance sale had started.
November 5	Third news release to Boston newspapers giving extent of advance sale. Fourth news release to suburban daily and weekly newspapers that token system would become effective on Saturday of that week.
November 8	Fifth news release to Boston newspapers that token system would become effective on Saturday. Small front page newspaper advertisement in Boston newspapers stating that token system would go into effect on Saturday.
November 9	Small front page newspaper advertisement in Boston newspapers stating that token system would go into effect the next day. Sixth news release to Boston newspapers (for publication in Saturday A.M. newspapers) stating that token fare system had become effective that morning and giving final estimate of advance sale of tokens.
November 13	Seventh news release thanking public, newspapers, radio stations and employees for their help in the successful inauguration of the token system of fare collection.

In all publicity, stress was placed on the essential fact that the only way possible to operate station passimeters was by use of tokens.

The public was made fully aware of the advisability of purchasing tokens in advance and that tokens were valid as fares on all M.T.A. lines.

PUBLIC INTEREST AROUSED

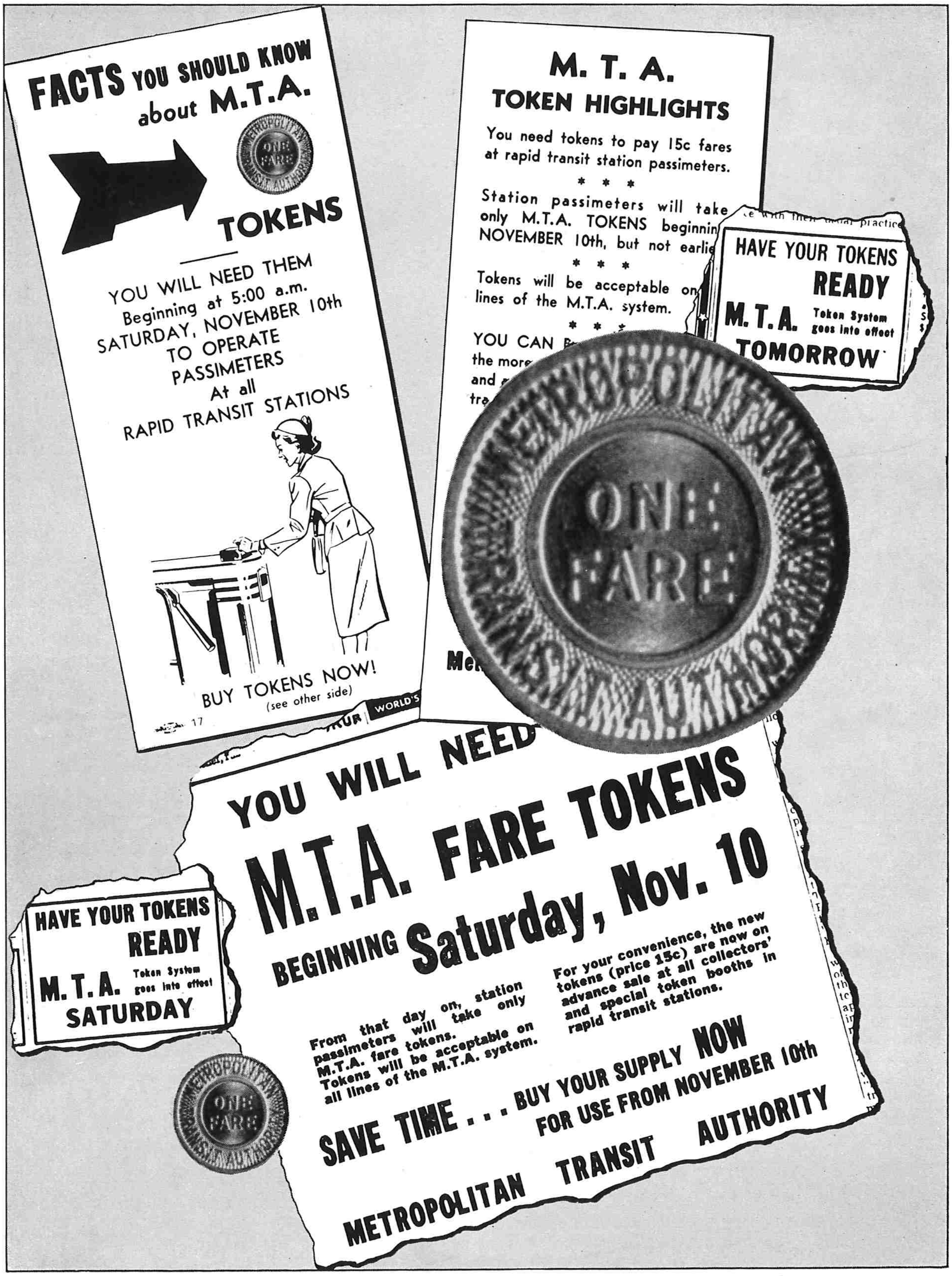
CO-OPERATION on the part of public information media was outstanding.

With the approach of operation of the system, the Boston daily and Sunday papers naturally took up the promotional talk as an act of valid public service and as a news story, substantiated by the fact that the change-over was of interest and concern to thousands of transit riders and to the entire metropolitan area as a significant and marked change in the daily pattern of habits of a great section of the area population.

The National Shawmut Bank devoted one of its telecasts to an explanation of the new system. Radio stations made many references to the impending change in their newscasts and free time was given for a talk on the subject.

Indication of encouraging public response to the advance sale was immediate and as each day

(continued on page 94)


METROPOLITAN TRANSIT AUTHORITY
ONE FARE

FACTS YOU SHOULD KNOW
about **M.T.A.**

TOKENS

YOU WILL NEED THEM
Beginning at 5:00 a.m.
SATURDAY, NOVEMBER 10th
TO OPERATE
PASSIMETERS
At all
RAPID TRANSIT STATIONS

BUY TOKENS NOW!
(see other side)

17

M. T. A.
TOKEN HIGHLIGHTS

You need tokens to pay 15c fares at rapid transit station passimeters.

* * *

Station passimeters will take only M.T.A. TOKENS beginnin NOVEMBER 10th, but not earlie

* * *

Tokens will be acceptable on lines of the M.T.A. system.

* * *

YOU CAN
the more
and
tra

Me

HAVE YOUR TOKENS
READY
M. T. A. Token System goes into effect
TOMORROW

YOU WILL NEED
M.T.A. FARE TOKENS
BEGINNING Saturday, Nov. 10

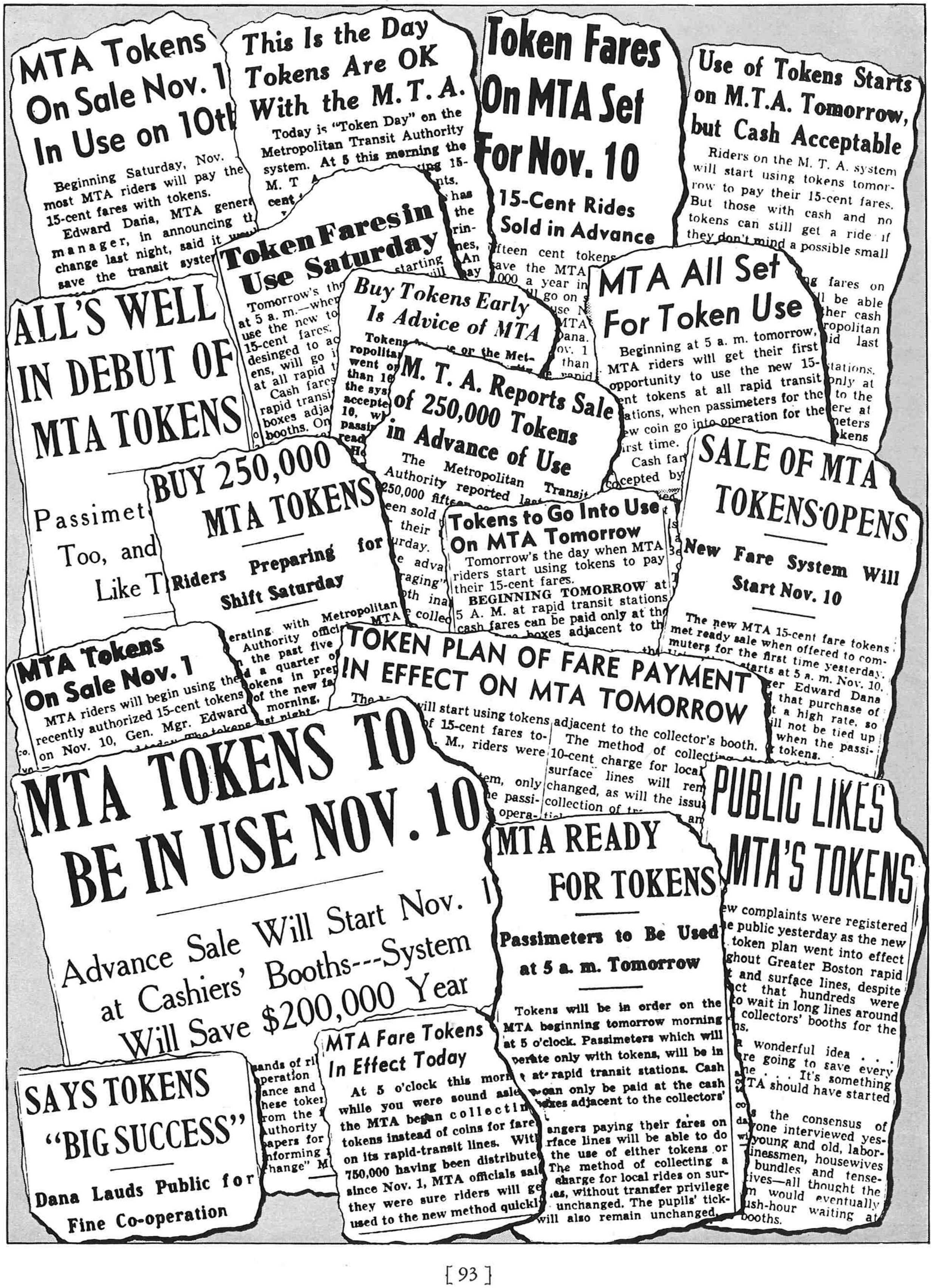
From that day on, station passimeters will take only M.T.A. fare tokens. Tokens will be acceptable on all lines of the M.T.A. system.

For your convenience, the new tokens (price 15c) are now on advance sale at all collectors' and special token booths in rapid transit stations.

SAVE TIME . . . BUY YOUR SUPPLY NOW
FOR USE FROM NOVEMBER 10th

METROPOLITAN TRANSIT AUTHORITY

HAVE YOUR TOKENS
READY
M. T. A. Token System goes into effect
SATURDAY



MTA Tokens On Sale Nov. 1 In Use on 10th

Beginning Saturday, Nov.
most MTA riders will pay the
15-cent fares with tokens.
Edward Dana, MTA gener
manager, in announcing th
change last night, said it
save the transit syster

This Is the Day Tokens Are OK With the M. T. A.

Today is "Token Day" on the
Metropolitan Transit Authority
system. At 5 this morning the
ing 15-
M. T A
nts.
cent
has
the
rin-
nes,
An
ay

Token Fares On MTA Set For Nov. 10

15-Cent Rides Sold in Advance

fteen cent tokens
ave the MTA
,000 a year in
ll go on s
use N
MTA
Dana.
ov. 1
than
rapid

Use of Tokens Starts on M.T.A. Tomorrow, but Cash Acceptable

Riders on the M. T. A. system
will start using tokens tomor-
row to pay their 15-cent fares.
But those with cash and no
tokens can still get a ride if
they don't mind a possible small

g fares on
ll be able
her cash
ropolitan
id last

tations.
only at
to the
ere at
neters
kens

Token Fares in Use Saturday

starting

Tomorrow's the
at 5 a. m.—when
use the new to
15-cent fares.
desinged to ac
ens, will go i
at all rapid t
Cash fares
rapid transi
boxes adja
booths. On

Buy Tokens Early Is Advice of MTA

Tokens
e or the Met-
ropolita
went o
than 10
the sys
accepte
10, wh
passi
read
He

ALL'S WELL IN DEBUT OF MTA TOKENS

Passimet
Too, and
Like T

M. T. A. Reports Sale of 250,000 Tokens in Advance of Use

The Metropolitan Transit
Authority reported last
250,000 fifteen
een sold
their
urday.
e adva
raging"
oth ina
e colle

MTA All Set For Token Use

Beginning at 5 a. m. tomorrow,
MTA riders will get their first
opportunity to use the new 15-
ent tokens at all rapid transit
ations, when passimeters for the
ew coin go into operation for the
irst time.
Cash far
ccepted by

BUY 250,000 MTA TOKENS

Riders Preparing for Shift Saturday

erating with Metropolitan
Authority offici
MTA
n the past five
d a quarter o
okens in prep
of the new fa
morning,
st night

Tokens to Go Into Use On MTA Tomorrow

Tomorrow's the day when MTA
riders start using tokens to pay
their 15-cent fares.
BEGINNING TOMORROW at
5 A. M. at rapid transit stations
cash fares can be paid only at th
boxes adjacent to th

SALE OF MTA TOKENS·OPENS

New Fare System Will Start Nov. 10

The new MTA 15-cent fare tokens
met ready sale when offered to com-
muters for the first time yesterday.
starts at 5 a. m. Nov. 10.
ger Edward Dana
that purchase of
t a high rate, so
ll not be tied up
when the passi-
tokens.

MTA Tokens On Sale Nov. 1

MTA riders will begin using the
recently authorized 15-cent tokens
on Nov. 10, Gen. Mgr. Edward
The tokens

TOKEN PLAN OF FARE PAYMENT IN EFFECT ON MTA TOMORROW

The
will start using tokens
f 15-cent fares to-
. M., riders were
tem, only
e passi-
opera-

adjacent to the collector's booth.
The method of collecting
10-cent charge for local
surface lines will rem
changed, as will the issu
collection of tr
am

MTA TOKENS TO BE IN USE NOV. 10

Advance Sale Will Start Nov. 1 at Cashiers' Booths---System Will Save $200,000 Year

ands of ri
peration
ance and
hese toker
rom the
uthority
apers for
nforming
hange" M

MTA READY FOR TOKENS

Passimeters to Be Used at 5 a. m. Tomorrow

Tokens will be in order on the
MTA beginning tomorrow morning
at 5 o'clock. Passimeters which will
perate only with tokens, will be in
at rapid transit stations. Cash
can only be paid at the cash
xes adjacent to the collectors'

angers paying their fares on
rface lines will be able to do
the use of either tokens or
The method of collecting a
charge for local rides on sur-
es, without transfer privilege
unchanged. The pupils' tick-
will also remain unchanged.

PUBLIC LIKES MTA'S TOKENS

w complaints were registered
e public yesterday as the new
token plan went into effect
ghout Greater Boston rapid
t and surface lines, despite
ct that hundreds were
o wait in long lines around
collectors' booths for the
ns.

a wonderful idea . . .
re going to save every
ne . . . It's something
TA should have started

s the consensus of
yone interviewed yes-
young and old, labor-
inessmen, housewives
bundles and tense-
ives—all thought the
m would eventually
ush-hour waiting at
booths.

MTA Fare Tokens In Effect Today

At 5 o'clock this morn
while you were sound asle
the MTA began collecti
tokens instead of coins for fare
on its rapid-transit lines. Wit
750,000 having been distribute
since Nov. 1, MTA officials sai
they were sure riders will ge
used to the new method quickl

SAYS TOKENS "BIG SUCCESS"

Dana Lauds Public for Fine Co-operation

(continued from page 91)

progressed the volume of sales increased to a surprising degree. When the advance sale was completed, one million tokens, or one-fifth of the supply on hand, had passed on to public possession.

As an aid to assure the smooth start of the token system, the Authority received the assistance of several employers of large numbers of persons in the advance distribution of tokens to their employees.

These concerns were: John Hancock Mutual Life Insurance Company, New England Mutual Life Insurance Company, Employers Liability Assurance Corp., Ltd., Boston Consolidated Gas Company, Eastern Gas & Fuel Associates, New England Telephone & Telegraph Company, Rust Craft Publishers, and State Street Trust Company.

The practice on the part of many thousands of passengers of buying an adequate supply of tokens from time to time assures the continued success of the token method of fare collection on the M.T.A.

ONE MILLION TOKENS SOLD IN ADVANCE

CO-OPERATIVE PUBLIC RESPONSE to M.T.A. efforts to promote the sale of tokens in advance of the effective date of the new fare collection method on November 10 is indicated by the following daily sales record of tokens at collectors' booths and special sales booths of the railway:

		Daily Sales
Thursday,	November 1	30,993
Friday,	November 2	53,777
Saturday,	November 3	37,545
Sunday,	November 4	12,324
Monday,	November 5	74,372
Tuesday,	November 6	81,507
Wednesday,	November 7	101,185
Thursday,	November 8	170,712
Friday,	November 9	405,259
TOTAL		967,674

Through the efforts of several greater Boston business concerns, 67,251 additional tokens were sold to employees until November 9, in advance of the inauguration of the new system.

Trackless Trolleys Replace Cars on Charles River Line

TRACKLESS TROLLEY SERVICE was substituted for car service on the Charles River-Arborway station line on Saturday, September 29.

The service was inaugurated with new trackless trolleys equipped with left-hand doors for loading at the outbound platform in Forest Hills station.

The weekday service, Monday through Friday, during morning and evening rush hours, is every four minutes, augmented by a four-minute service on a short line between Spring and Centre streets and Arborway station. The weekday service, Monday through Friday, during the middle of the day is operated every seven and eight minutes and after 8:00 p.m., every 10 minutes.

On Saturdays, the morning rush hour frequency is every seven minutes; during the middle of the day, every seven and eight minutes; during the evening rush hours, every six and seven minutes and after 8:00 p.m., every 10 minutes.

On Sundays, the service is operated on frequencies varying from 10 to 20 minutes.

Hourly "Owl" service during the early morning hours is unchanged.

The local ten-cent ride, transfer points and method of fare collection also are unchanged.

Trackless trolley at Arborway station.

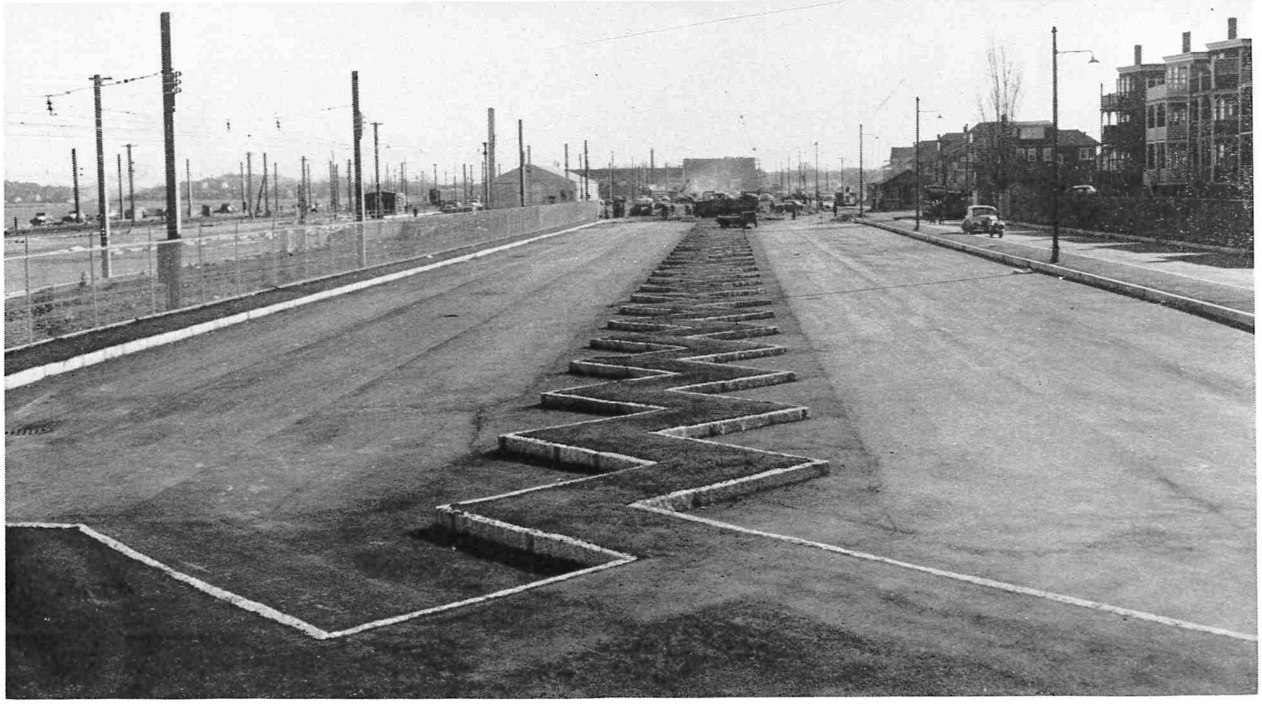
General view of M.T.A. station at Orient Heights.

Signal tower at Orient Heights.

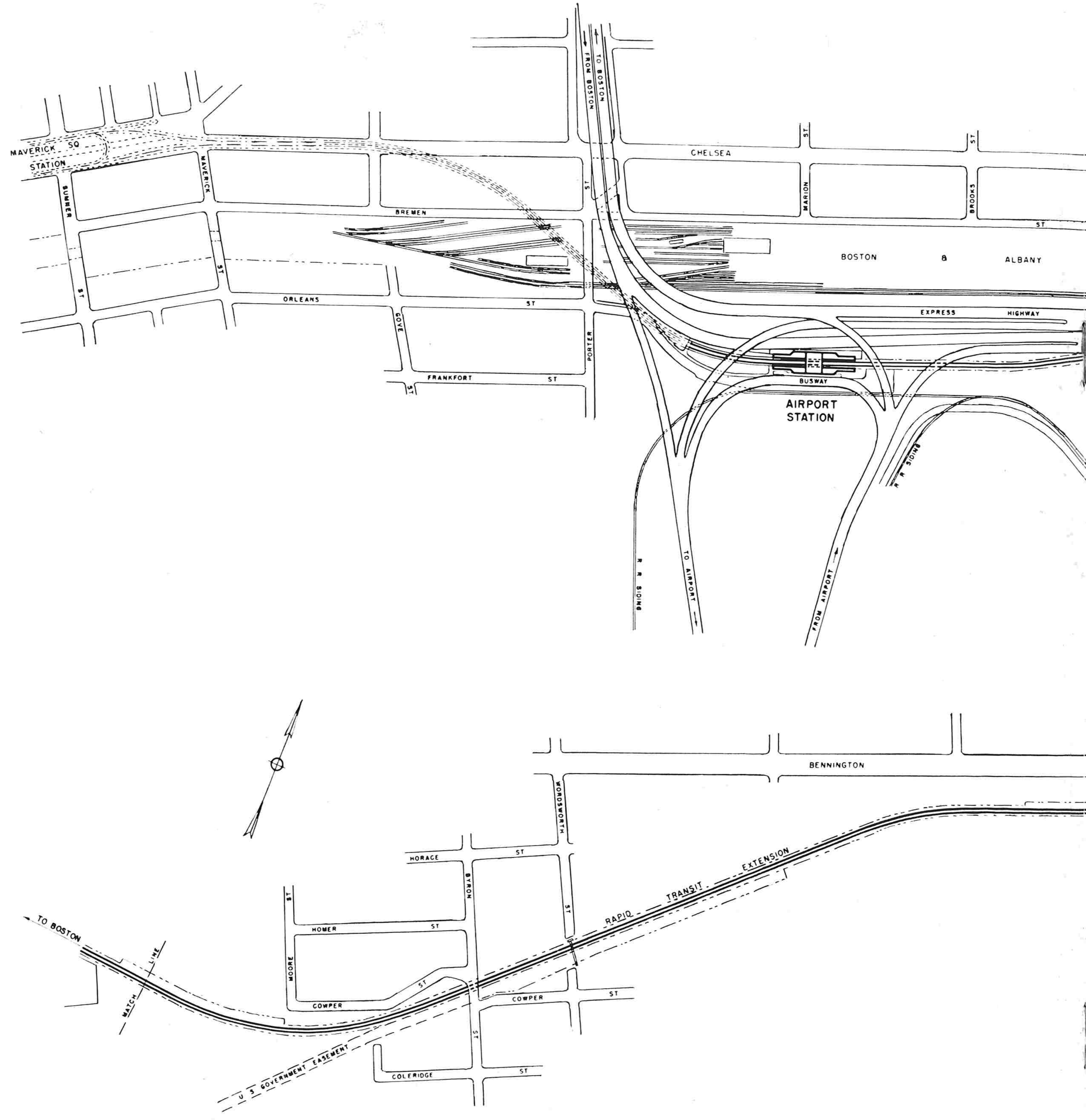
(continued from page 85) maximum flexibility of operation. A relay track is located immediately adjacent to the main line and along the throat of the yard, where a train will be held in readiness to go in service promptly. The throat of the yard has been laid out to prevent any possibility of a "bottle-neck" forming which may occur in the throat of many such yards. Immediately adjacent to the Orient Heights station, tracks have been installed for use in turning back trains rapidly to maintain schedules of operation.

TERMINAL STORAGE YARD

THE STORAGE YARD, having a capacity of 84 cars, is double ended, with single turnout ladder tracks. The yard has sufficient length for the storage of three 4-car trains. The southerly part of the yard consists of shop receiving tracks, where trains may be stored



Paved parking lot at Orient Heights.

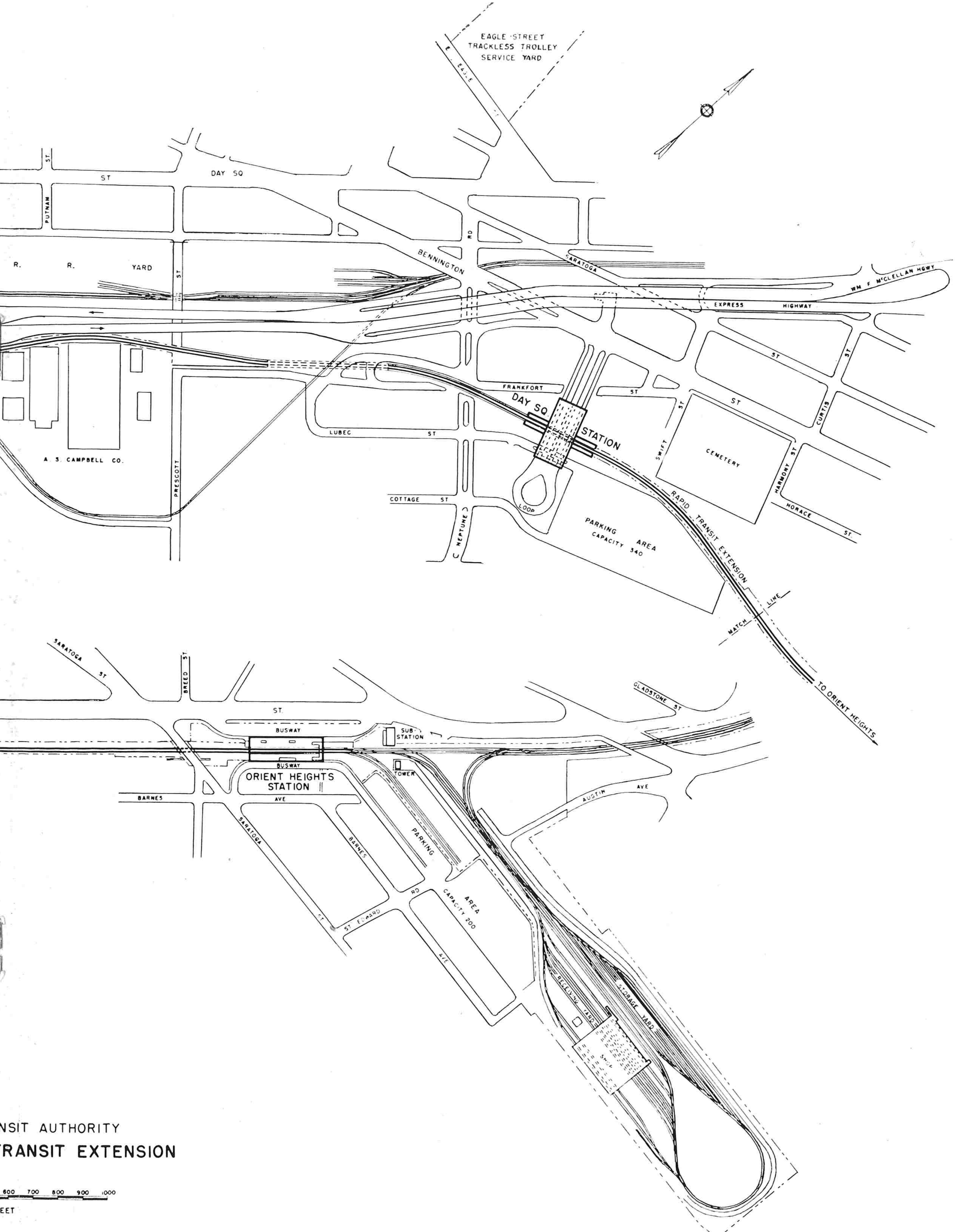


METROPOLITAN TRA

EAST BOSTON RAPID T

0 100 200 300 400 500

SCALE IN F



NSIT AUTHORITY

TRANSIT EXTENSION

temporarily prior to being moved into the inspection and repair shop.

There are tracks at the easterly end of the inspection and repair shop, connected through a double turnout ladder track and a loop track, permitting the movement of trains from the shop to the storage yard. Two running tracks are provided in the middle of the yard, connecting to the ladder tracks and to the loop. A test track with a pit for testing trains is located immediately adjacent to the inspection and car repair shop.

INSPECTION AND REPAIR SHOP

THE INSPECTION and car repair shop is a steel frame structure 198 feet wide and 241 feet long, designed for accommodating four-car trains. It includes a wash room on the northerly side, equipped with mechanical washers of the latest improved design, for the rapid washing of trains. The middle section of the shop has four inspection tracks, with inspection pits, extending the entire length of the building. The southerly section of the shop building has been designed for heavy repairs and painting. Hydraulic car hoists have been installed for hoisting a unit of two vehicles for replacing trucks and general repairs. Electrically operated traveling overhead cranes, together with a stationary jib crane, will be installed for lifting and moving trucks. Oil rooms, stock rooms and a lobby have been provided in one part of the repair shop.

TRACK WORK

ALL MAIN LINE TRACKS are built of new 85# A.S.C.E. rail, on tie or guard plates securely screw spiked to oak ties, ballasted with broken stone. All rails on main line tangents and on curves with long radii are thermit welded, using a full fusion weld. Standard bolted joints were used for rails on sharp curves. Tie pads were used on the main line tracks under all tie plates, primarily to increase the life of ties, but also to act as a cushion to provide smooth and quiet operation of trains.

The minimum width of the right of way is 35 feet, each side of which is protected with chain link fence and barbed wire.

Special consideration was given to vertical and horizontal alignment of curves, particularly runoffs at each end of the curves. The length of runoffs and horizontal easements was determined on the basis of providing an approximate rise on the outer rail of 1¼″ per second of train speed. On curves having particularly sharp radii, the length of easement and runoffs was determined on the basis of a rise of 1″ in 40 feet. The maximum allowable speed was established at 40 M.P.H., which required a superelevation of 6 inches, and an easement length of 282 feet on one of the curves.

All curves on main line tracks have 85# horizontal restraining rails along the inner rail of the curve, for taking the centrifugal force of cars. The restraining rail is supported on every other tie by cast steel braces, with the bases extended to serve as a tie plate for the running rail. The braces are so designed that as the head of the restraining rail wears, shims may be added to maintain required width of flangeway.

Turnouts on the main line tracks were built in accordance with latest standards used on other rapid transit lines of the Authority. The turnouts have a radius of 250 feet and a lead of 48′ 6¼″. The frogs are of solid manganese construction. Switch points are 15 feet long, with a double guarded point on the inner curve, and a specially designed housing for protecting and guarding the point. All switch points are equipped with electric heaters for melting snow and ice.

The turnouts used in the yard, excepting those in the throat of the yard which are controlled by interlocked switches, are standard A.R.E.A. #5 turnouts slightly modified. The turnouts have a lead of 40′ 7⅜″ and have bolted frogs, switch points 15 feet in length, with a double guarded point on the inner curve. The inner rail of the turnout is equipped with a vertical guard rail and a compromise thermit welded joint connecting the vertical rail to the horizontal restraining rail on the curves extending from the frog.

All turnouts are equipped with rigid braces and cast steel separators on each tie excepting at switch points where adjustable rail braces are used.

SIGNAL SYSTEM

THE SIGNAL and interlocking system has been designed for a maximum operating capacity of 40 six-car trains per hour, and to fully utilize the high performance characteristics of the new light weight rapid transit cars. The signal system is designed to prevent violations of speed reduction rules at grades, curves, track switches, station approaches, and other potential danger spots.

Control of the speed of the trains on grades and curves is accomplished by the display of a restrictive warning signal, followed by one or more stop signals. Approach timer relays automatically remove the warning aspect ahead of the train, if speed is proper. If speed is excessive, the signals continue to display restrictive aspects. Consequently, unless the speed of the train is reduced it will be stopped automatically.

Speed control signals are also used to avoid unnecessary stopping of trains approaching stations. When a station is occupied by a train, a following train may approach at reduced speed rather than be stopped at a considerable distance away.

Trains are protected to the rear, by automatic train stop mechanisms at all signals, so that in case an operator passes a red signal the train will be stopped automatically.

All track switches are securely locked while trains are approaching or moving over them. Yard and adjacent main line tracks and switches have signals for controlling two-way traffic and are operated by an all-relay interlocking machine of latest design.

TRACKLESS TROLLEY FACILITIES

WHILE THE East Boston rapid transit extension has been under construction, facilities required for trackless trolley operation in East Boston, Chelsea and Revere have been built. The conversion to rubber-tired vehicles in this area will permit abandoning 31.8 miles of trolley track, a large part of which is now in need of reconstruction, and the balance of which is costly to maintain. It will also permit the use of modern economical types of vehicles to replace old and fully depreciated trolley cars. The construction work has consisted of the installation of many poles and the erection of many miles of overhead wire, the construction of a building for servicing the 75 trackless trolleys which will be required, and other appurtenant work.

The brick service building, constructed at the Eagle street carhouse property, is only 140 feet long, 70 feet wide, and consists of an inspection and repair section, equipped with hydraulic hoists for servicing four vehicles simultaneously; an operating section, including rooms for mechanical equipment, tires, stock, and a foreman's office; and a washing section equipped with mechanical equipment.

Alterations were made in the existing heating plant where a new steel boiler and oil burner equipment were installed.

All surface car tracks in the yard were removed and the yard paved with bituminous macadam and additional lighting and fencing were installed.

The existing operators' lobby was modernized to conform with the new service building.

Trackless trolleys can be stored outside throughout the year, including winter months. They require a minimum amount of inspection and repair work and consequently a great saving is made in the cost of structures for servicing and storing them as compared with structures required for buses.

NEW CARS

THE NEW East Boston tunnel cars are modern in every known respect to provide speed with safety, travel comfort and cleanliness.

Through change in body design, four additional passengers can be seated. The windows measure over four feet wide and nearly three feet high.

An innovation will be the use of the pantograph or "current collector" on the roof. These cars will run out into the open and when they do they will operate from an overhead trolley wire instead of the third rail.

The cars have upholstered seats of maroon-colored fabric. Grab handles and stanchions are of stainless steel. Lighting is provided by two rows of fixtures flush with the ceiling.

Deceleration will be possible under ordinary conditions at three miles per hour per second and up to four miles per hour per second in emergencies. Rapid service and smooth starts will be made possible by an acceleration rate of two and one-half miles per hour per second.

Special heating and cooling facilities provide for comfortable temperatures in all seasons and when car doors are opened at station stops.

Each car has double doors opening and closing from the center.

Automatic windshield wipers and defrosting fans are additional safety features.

The cars are equipped with polaroid headlight lenses and polaroid viewing screens and battery lighting for all cars is available in event of temporary power failure.

Operation will be by means of a "cinestron," which is a device including an electrical controller and air brake valve and a "dead man" feature, all operated from one handle.

With the completion of this extension and the related conversion from street car to trackless trolley and bus operation, the residents of the northeastern area served by the M.T.A. will soon have the benefits to be derived from the latest advances in the transit industry.

Thomas A. Dunbar Named Treasurer-Comptroller

THOMAS A. DUNBAR is the newly-appointed Treasurer-Comptroller of the M.T.A.

Mr. Dunbar's appointment by the Trustees to that position October 30th resulted from the voluntary retirement of Treasurer John H. Moran, who left the railway to become President and General Manager of the Eastern Massachusetts Street Railway Company on November 1.

Other changes in executive positions resulting from Mr. Dunbar's appointment and Mr. Moran's retirement from the railway were:

Peter J. Lucey, formerly Assistant Comptroller, was named Auditor. Mr. Lucey has been employed by the railway since 1923 and has served as Supervisor of General Accounts and Assistant to the General Auditor.

Patrick C. Rea and Michael J. Powell were named Assistant Auditors. Mr. Rea has been with the railway since 1923 and Mr. Powell began his service with the Boston Elevated in 1931.

Mr. Dunbar, previously Comptroller, began his service as a clerk in the Auditing Department in 1918. He has been successively Chief Clerk, Supervisor of Accounts, Assistant General Auditor and Assistant to the Executive Vice President. He was named Comptroller in 1944.

Mr. Dunbar also served as Interim Trustee of the Authority from January 19, 1949, to July 5, 1950.

He has served as President of the Boston Chapter, National Association of Cost Accountants and as National Vice President and National Board Member of that organization; President of the Boston Control of the Controller's Institute of America. Mr. Dunbar is also a Past President of the American Transit Accountants' Association, and the New England Transit Club.

Mr. Dunbar is a graduate and life member of the Board of Trustees of the Bentley School of Accounting and Finance, and a Trustee of the Union Savings Bank.

Thomas A. Dunbar, Treasurer-Comptroller.

Former Treasurer Moran held that position with the Authority and its predecessor, the Boston Elevated Railway since 1937, having first joined the organization in 1909.

In recognition of his services, the Trustees adopted the following resolution:

"Voted: To accept with regret Mr. Moran's request for voluntary retirement from the office of Treasurer, to take effect as of November 1, 1951.

"The Board of Trustees wishes to set forth on its records its appreciation of the long, faithful and efficient service which Mr. John H. Moran has rendered to the Metropolitan Transit Authority, and to the Boston Elevated Railway, its predecessor. During his entire business life, from November 22, 1909, to date, Mr. Moran has filled successive positions of greater and greater trust and responsibility with this railway, and has fulfilled his various duties conscientiously and with marked ability and to the great advantage of this organization."

Trustees File Petitions for Legislative Changes

The Board of Trustees, on December 5, filed seven petitions for legislation affecting the operations of the Authority.

Following is a statement of the title of each bill and a brief description of its purpose:

1. **A bill eliminating from the cost of service of the Metropolitan Transit Authority certain sums payable by said Authority to the Boston Metropolitan District.**

"Under the provisions of existing law relating to the present subway and rapid transit debt and the debt which will be incurred upon completion of the four major subway and rapid transit projects which have been authorized by the Legislature, the railway's cost of service includes only interest on this debt. The principal payments on this debt are not included in the railway's cost of service, but are paid annually by the cities and towns comprising the Boston Metropolitan District. This allocation of principal and interest charges is based on the principle that the owners of the railway property should provide for the capital investment and the car riders pay the interest thereon.

"The Trustees are of the opinion that the same principle should be applied to the remainder of the Authority's funded debt held by the District and issued originally to acquire the property of the former Boston Elevated Railway Company, but excluding the indebtedness incurred by the Authority to acquire new passenger-carrying vehicles.

"Enactment of the bill eliminating from the Authority's cost of service the charge for reduction of the principal amount of the bond issued to the Boston Metropolitan District would reduce the Authority's cost of service by $1,000,000 a year."

2. **A bill relative to the method of assessing the amount the Commonwealth may be called upon to pay the Metropolitan Transit Authority on account of a deficiency as of the last day of December, 1951.**

"This bill is similar to the one adopted for the last few years and would authorize the assessment of the 1951 deficit on the basis of the last passenger count taken, thus avoiding the expense of a new passenger count."

3. **A bill relative to the amount of bonds or notes which may be issued by the Metropolitan Transit Authority for the purpose of acquiring cars, motor buses and trackless trolley vehicles.**

"This bill would increase from $10,000,000 to $15,000,000 the principal amount of bonds which the Authority may have outstanding on account of acquiring passenger-carrying vehicles. It becomes necessary because an amendment made in 1949 to Chapter 544 of the Acts of 1947 excluded depreciation charges for such vehicles from the cost of service.

"As of October 31, 1951, the Authority owned 2,329 items of passenger rolling stock with a book value of about $37,000,000. At the estimated service lives in effect, passenger rolling stock with an original cost averaging $1,750,000 becomes of age each year. Replacement of these units on an annual basis would require an expenditure far in excess of the original cost of the units retired, due to the increased costs of present day equipment.

"As of March 1, 1952, there will be $9,576,000 principal amount of bonds outstanding which were issued to acquire such rolling stock, leaving a balance of only $424,000 available for additional purchases.

"This year the Legislature passed an Act permitting the M.T.A. to operate longer motor buses in its area.

"Under the provisions of this law, the Trustees had planned to replace buses which had exceeded their useful life and required high maintenance costs, with new 40-foot buses, a substitution which would require fewer buses and would result in substantial operating savings annually.

"Under present conditions, the M.T.A. is restricted in its purchase of new 40-foot buses and in replacing old vehicles with new until the above proposed legislation is enacted."

4. **A bill relative to the issue of bonds by the Metropolitan Transit Authority for the purpose of making capital additions or improvements to its passenger-carrying rolling stock and of acquiring additional equipment therefor.**

"About $1,200,000 has been spent by the M.T.A. since 1949 for capital additions and improvements to passenger-carrying rolling stock. These improvements have included conversion of the present East Boston tunnel cars for operation by overhead trolley on the new East Boston rapid transit extension; installation of ventilating fans in some P.C.C. cars; and the acquisition of new fare boxes.

"The Authority finds itself in the position of not being able to obtain cash for such improvements either by charging depreciation, which was prohibited on passenger-carrying rolling stock by the 1949 Act, or by issuing bonds. In accordance with sound accounting principles, the working cash of the Authority expended for these purposes should be restored by the issuance of bonds."

5. **A bill exempting the Metropolitan Transit Authority from taxes on fuels used for propelling its vehicles.**

"Since the buses and other vehicles of the Authority are operated almost entirely on highways constructed and maintained by the cities and towns which pay the deficit, the amount of the deficit should not be increased by such taxes. The estimated taxes on gasoline and fuel oil for 1952 will approximate $170,000."

6. **A bill providing for reimbursement of expenditures incurred by the Metropolitan Transit Authority for plowing, removing and abating of snow and ice on the public ways.**

"This bill would require each city or town within the Authority to pay, as a part of its snow removal expense, the expense incurred by the Authority for sanding and for plowing and removing snow or ice on the public ways, other than state highways, in each city or town. The payments would be made within one month after rendition of an account subscribed under penalties of perjury and if any city or town objected to the account, it would have the right to petition the Department of Public Utilities to adjudicate the amount of the account within thirty days after its rendition."

7. **A bill relative to the use of certain funds held by the Metropolitan Transit Authority and the purposes for which certain bonds may be issued by the Authority.**

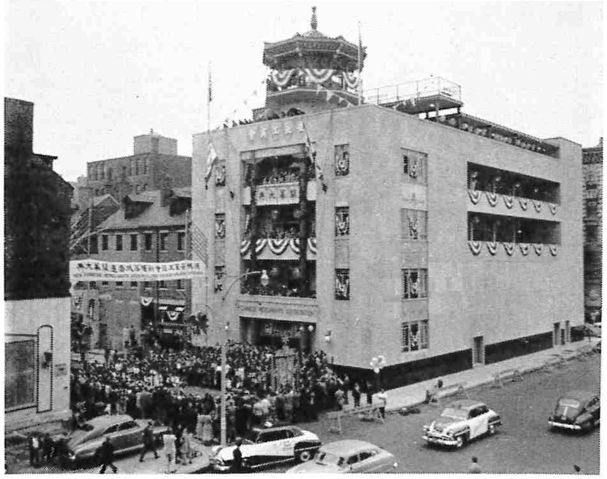
"At the time the M.T.A. acquired the subway properties from the City of Boston in 1949, the City turned over to the Authority the sum of $228,411.07 in unexpended funds which under the terms of the transfer were to be used for subway construction purposes for which the money was borrowed by the City. Of this amount, all but $72,749.05 has been used by the Authority for these purposes. Since the purposes for which the $72,749.05 was turned over to the Authority have been accomplished, this bill would simply authorize the Authority to use this unexpended balance for general subway alterations and thus avoid the necessity for borrowing that amount for such purposes in the future.

"The proposed amendment would also permit the M.T.A. to issue bonds for the purpose of restoring to the treasury of the Authority any funds spent for particular purposes previously authorized by the Legislature. The proposed perfecting amendment would make the wording of this bond issuing provision similar to the wording of the existing bond issuing provisions relative to the acquisition of rolling stock and to the construction of new subways."

IT'S NEW . . . YOU SHOULD KNOW

THE CHINESE MERCHANTS BUILDING on Kneeland Street. Members of the Boston Chinese Merchants association have been planning and saving to build this modern headquarters for 60 years. The interior is of breathtaking Oriental splendor, and the building is topped by an authentic pagoda.

→



OUR RIDERS Write

Knocks and Boosts

Appreciates Return of Wallet

INADVERTENTLY I left my wallet at the window sill while entering the subway at Devonshire station. I was unaware of this until I reached home when a telephone call apprised me of the fact and informed me I could reclaim my wallet at Sullivan Square. Though the sum of money was relatively small I was more than pleased at my good fortune because there were important papers in the wallet which would have seriously inconvenienced me if they were lost. I therefore account myself very much indebted to Arthur F. Brennan who was the collector whose honesty and uprightness in reporting the loss so speedily is deeply appreciated. Such exemplary service reflects highly on the kind of men employed by the M.T.A.

Misunderstanding Brings Complaint

LAST NIGHT on my way to school, I gave the conductor a night school ticket which states, "after 5:00 P.M. on such nights, etc." He told me that I could not use it until 7:00 P.M. Since I have to be in school at 6:00 P.M. I do not think I should pay a regular fare when I have a special ticket to take care of me on school nights. Also I think the conductor should be more courteous.

No Need For This

I AM WRITING to report that one of your bus drivers who I signalled to stop at a legitimate bus stop failed to do so. This same driver has done this on several other occasions. It seems as though he does not care to stop if he can "make the green light." You can appreciate my feelings after running to reach there in time, and waiting for almost five minutes to be stranded and late for work when there was no need for it.

This Is Real Service

I WOULD LIKE to call your attention to courtesy extended to me by Mr. Nicholas M. Clinton of your Maintenance department. I found myself with an empty pocketbook as I was boarding a car. He observed my consternation and was quick to offer me funds which enabled me to reach my destination on time. Such courtesies deserve recognition which prompts this letter.

M.T.A. Praised

"IF COURTESY, kindness and general good will of its employees could pull the MTA out of the red, then the bus operators of the Ashmont-Mattapan line would have accomplished that deed months ago.

"Not infrequently an M.T.A. operator will impart that extra bit of service or courtesy that makes for general good will, but it isn't often you'll find the entire group of operators on one line going out of their way to insure a safe, comfortable, and courteous ride."

From a recent issue of the *Boston Post*

Compliment Deserved

I WISH TO EXPRESS my deep appreciation to Operator 3900 of the M.T.A. On the bus the other night I dropped my charge plate which is of great value to me and its loss could cause a lot of inconvenience. Your operator found it and was thoughtful enough to send it to me in the next mail. I thought it would be no more than right to write a compliment which is deserved.

Driver Always Pleasant

I SHOULD LIKE to express my appreciation for the excellent job that is regularly done by driver #3460. Not only is he an excellent and careful driver, but also he is very considerate, friendly and cheerful to all his passengers. A ride in his bus is a very pleasant way to start the morning.

A Passenger's Predicament

YESTERDAY I boarded a bus on Salem Street, Malden. The driver shut the door quickly and caught my hand in it. I told him of my predicament, and he replied gruffly, "Pull your hand out." I said that I couldn't, that it was caught at the wrist and that it was hurting me. He opened the door again and shut it so quickly I was hit on both shoulders. With a little common courtesy on the part of the driver, and a little regard for the safety and comfort of his passengers and it never would have happened. Behaviour of this sort should not be repeated by the employees of such a large public carrier.

—M.T.A. NEWS NOTES—

Bowling News

Employees at Bennett Street Station have an organized team of bowlers representing the M.T.A. in the Arlington Park League. This league of sixteen teams, divided into two groups of eight teams each, is one of the oldest and fastest bowling leagues in New England having been in continuous competition for more than thirty seasons.

The team made up of high average former members of the now defunct M.T.A. League are now battling for first place and under the management of David Smail the members expect to lead the league at the finish of the season.

M.T.A. Bowling Team

David M. Smail	Oper.	225
W. Marshall	"	3240
W. C. Mortimer	"	191
R. G. Young	"	3968
Del E. Baker	"	259
C. Reilly	Insp.	71
J. F. Phelan	Oper.	3957
F. H. Morgan	Str.	359

M.T.A. PARK SQUARE BOWLING LEAGUE

As the deadline for news for this issue of "Co-operation" fell, the bowling league had almost reached the end of the first half of the season. The situation was interesting and the tension was great.

Two teams were tied for first place in the matter of points won and lost, although one team was slightly in the van in the pinfall department. To make the contest more exciting, the team in third place was scheduled to meet the two top teams before the end of the half.

Team number ten, ahead on pinfall, has as members: Dan Dullea, payroll; John Neary, purchasing; Mary O'Connell, revenue accounts; Eileen Murphy, revenue accounts; and Paula Garvin, payroll.

The bowlers on team number twelve, tied with number ten on points, are: Joan Kirby, payroll; John Shea, comptroller's office; Marie Connors, comptroller's office; Florence McCarthy, tabulating office; and Gladys Hickey, claim.

The final few weeks of the first half should be most interesting.

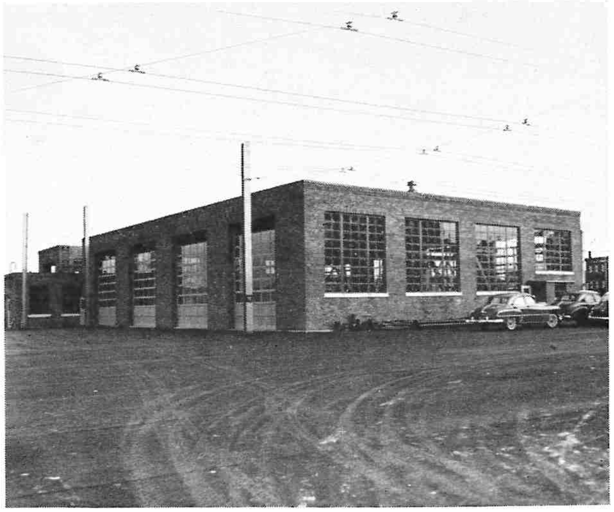
New free M.T.A. parking area near Butler street station.

CHRISTMAS PARTY AGAIN A BIG SUCCESS

Again this year, the annual Christmas party for the children at the Home of the Little Flower, in Hyde Park, was held on Sunday, December 16.

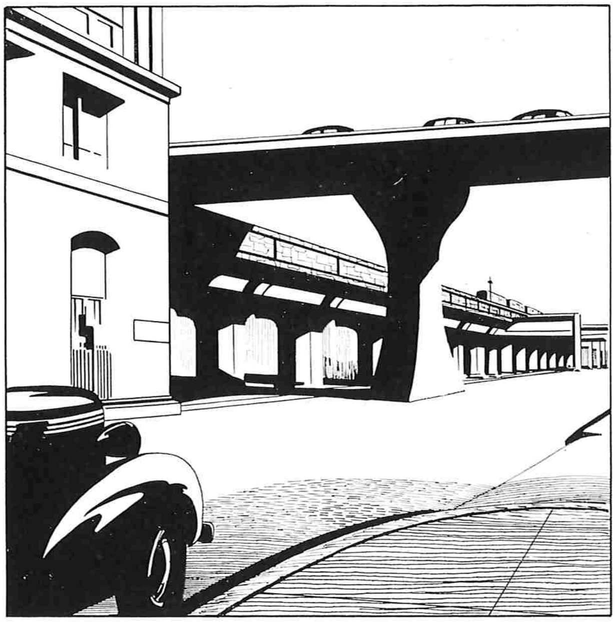
The hard-working committee, headed this year by chairman Bernard Doherty of Rolling Stock and Shops, Division of Stores and Service, expresses its sincere thanks to all who co-operated so generously to make this charitable event an outstanding success.

This party has grown to be one of the high spots of the year for these youngsters and their happy little faces expressing their joy and appreciation are ample reward for those who sacrifice their time and talent to make a success of it.



Eagle street service building for trackless trolleys.

M.D.C. AUTO OVERPASS TO CROSS ELEVATED



AS ONE MORE STEP in the over-all plans of the Commonwealth to improve traffic conditions of Greater Boston, an overpass will be constructed in the vicinity of Forest Hills station.

This project will take auto traffic over existing M.T.A. tracks as well as those of the New York, New Haven and Hartford Railroad. Together with its auxiliary roads and traffic circles it will cost the state just about $3,000,000.

The overpass planning and construction is a job of the Metropolitan District Commission. It will be 80 feet wide, and approximately half a mile long. At its highest point the overpass will be 50 feet above street level.

In designing the new bridge architects have given thought to how the overpass would look in comparison to neighboring buildings as well as to the stresses it would have to stand. The main supports will be tall columns of reinforced concrete which will be relatively slender until a point near the top where they will mushroom out. The steel girders will be faced with red brick set off by a white granite trim.

During the time construction is going on, M.T.A. traffic will not be interrupted. Flagmen will be stationed to signal when a train is coming and work will stop. This is for the protection of passengers as well as the workmen.

All the auxiliary roads and traffic circles will be completed before work actually starts on the overpass itself. If all goes as planned, the entire project, which will give work to about 300 men, will be completed in the fall of 1952.

OPEN SECOND ESCALATOR AT ARLINGTON STATION

THE SECOND of two new escalators at the Arlington street station of the Boylston street subway is now in operation, having been placed in public service on Wednesday, November 7th. This escalator is on the easterly side of the station. The escalator on the westerly or Public Gardens side was opened on last June 11th.

This improved facility involved alterations and additions necessary to provide for installation of the escalators, one from each platform.

They are the latest stainless steel exterior reversible type and ascend at a speed of 90 feet per minute. Their carrying capacity is 5,000 persons per hour.

Passengers ascend on these escalators from the station platform through new wallways which were built to conform to the color scheme of the station. Passengers arrive in the unpaid area of the fare collection lobby and then use existing stairways to reach the street surface.

WATERTOWN POLICE COMMEND M.T.A. WRECKING CREWS

RECKING CREWS of the M.T.A. Somerville and Bartlett street garages have been commended by the Watertown Police Department and Authority officials for services performed in righting an overturned tank-trailer truck and preventing further damage and possible injuries.

The heavy vehicle, carrying 3,000 gallons of milk, struck an Edison Company pole at Arsenal and Irving streets, Watertown.

Gasoline from the overturned truck spread over the street, traffic was blocked and the threat of sagging power lines falling on M.T.A. trolley lines was imminent.

The police officials stated that "It was only through the expert and careful handling of this dangerous and tedious situation by the members of your department that further damage and possible injury to persons were avoided."

District supervisor Ambrose V. Griffith was also praised by Police Chief James M. Igoe and Lieut. Andrew J. Donnelly, in charge of traffic, for his co-operative effort in obtaining the services of the maintenance crews.

Commended also were Daniel J. Hurley and Edwin H. Hooper of Somerville and Vincent M. Bower and James P. Garrity of Bartlett street.

QUIZ ANSWERS

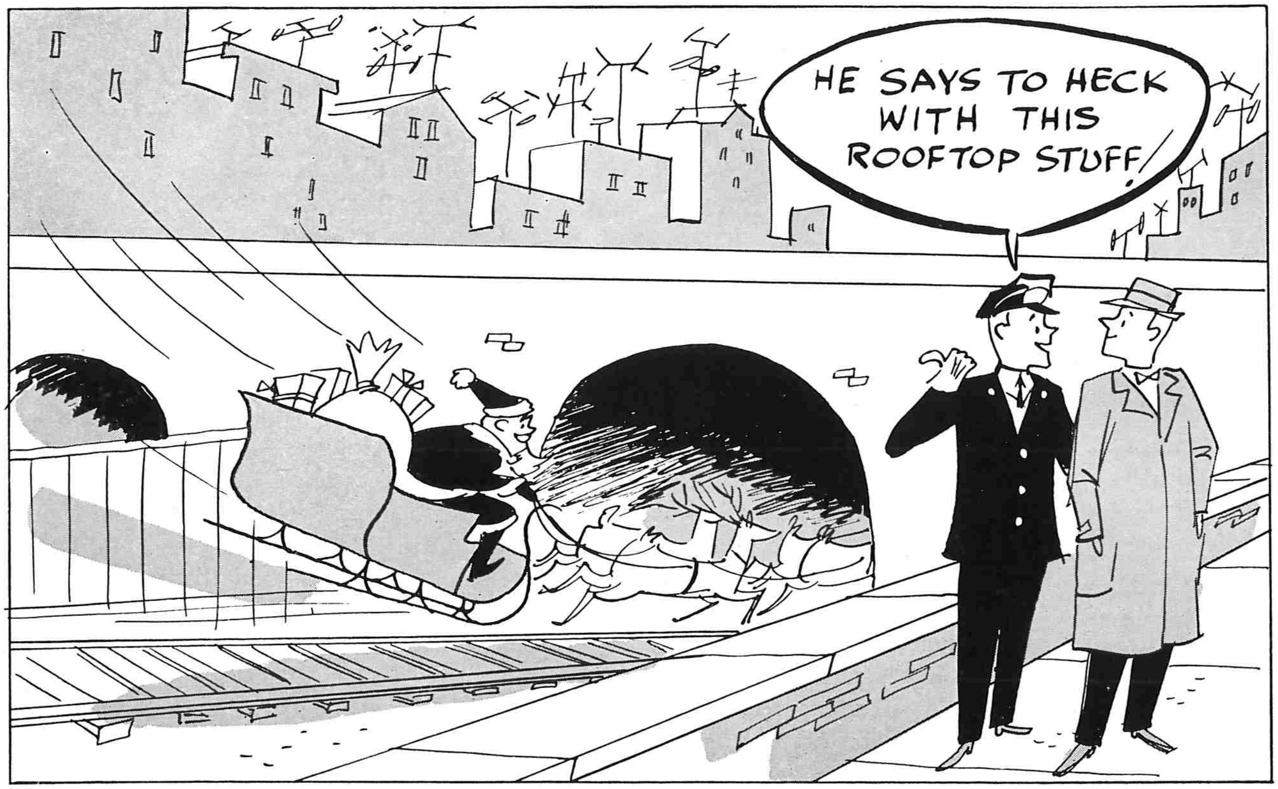
1. ELECTRICITY
2. AUTHORITY
3. STREETS
4. TRACKS
5. BUSES
6. OPERATOR
7. SURFACE
8. TOKENS
9. OVERHEAD
10. NEW YEAR

M.T.A. Operators Do Control the Urge for Excessive Speed

THE URGE TO OPERATE your vehicles at excessive rates of speed, to pass every vehicle on the highway, to reach the end of the line in nothing flat, are all indications of emotional immaturity and have no place in the mind of the true railroad man.

That handful of operators who *will not* control the urge for speed are doing a disservice to the great body of safe, skillful and courteous men who operate their vehicles in the best traditions of the true railroad man.

There is such a person as a true railroad man. Practically all M.T.A. operators are such.


HE SAYS TO HECK WITH THIS ROOFTOP STUFF!

M.T.A. Employees in War Service

FOLLOWING are the names of the M.T.A. employees who became members of the armed services from June 1, 1951 to October 31, 1951.

Name	Occupation	Entered	Military Branch
George P. Eiermann	Collector	6- 4-51	Marines
Robert F. Gavin	Starter	7- 3-51	Air Force
Thomas J. Killion, Jr.	Laborer	7- 3-51	Air Force
John J. Curran	Clerk	7-17-51	Army
Joseph E. Scanlon	Clerk	7-19-51	Army
Donald J. O'Handley	Carhouse repairman	7-30-51	Army
Richard Pitrone	Laborer	8- 3-51	Army
Robert E. Carter	Operator	8- 9-51	Navy
Francis E. Whitney	Senior Draftsman	8- 9-51	Navy
John R. Carey	Machinist Garage Helper	8-10-51	Air Force
Thomas J. King	Car Cleaner	8-16-51	Navy
Joseph J. Donahue	Garage Clerk	8-30-51	Army
Russell J. Clinton	Building Laborer	9- 1-51	Air Force
Anthony Nuzzo	Laborer	9- 6-51	Army
Lawrence Litchfield	Operator	9-11-51	Navy
Harold W. Schnitzlein	Operator	9-14-51	Air Force
John J. Murphy	Operator	9-15-51	Army

IF YOU'RE GOING INTO THE SERVICE . . .

BE SURE to arrange to have CO-OPERATION sent to you while you're away. It will keep you up to date as to what's new around the System. Just send your service address to CO-OPERATION, Room 722, Park Square Building, Boston, Massachusetts.

WHAT IS IT? WHERE IS IT?

(Photo page 87)

THE QUAINT brick building pictured is nothing more than the tool house located on Boston Common. Though it's less than a stone's throw from the corner of Tremont and Boylston streets, it's so sheltered by bushes you'd have to look twice to see it.

TEN MONTHS' FINANCIAL REPORT SHOWS RIDER DECREASE

GENERAL MANAGER Edward Dana issued a statement on November 23 relative to results of M.T.A. operations for October, 1951, and for the first ten months of this year.

The statement follows:

"The total income for October, 1951, decreased by $157,415, as compared to October last year, and total cost of service increased by $321,477, resulting in a loss for October, 1951, of $469,554, as compared to a profit of $9,338 in October, 1950.

"Revenue passengers in October, 1951, were 1,014,185 less than in October, 1950, or a decrease of 3.94 per cent.

"The total income for the ten months to October 31, was $1,537,349 less than the same period last year, and the total revenue passengers for the ten months of 1951 was 16,339,030 less, or 6.38 per cent. decrease.

"For the ten months ended October 31, 1951, the loss was $4,364,734, as compared to a loss of $483,641 for the same period a year ago."

CREDIT UNION ELECTS NEW OFFICERS

THE ANNUAL MEETING of the Credit Union was held on Monday, November 19, in the assembly room at Sullivan square terminal. In addition to the regular order of business, the usual election was held to determine the five men who would fill the vacancies on the board of directors. The following men were elected to serve on the board for the next three years.

Christopher L. Gambon, trans. dept.
John F. Callahan, eng. and maint. dept.
James H. Duffey, rolling stock and shops dept.
Thomas J. Butler, trans. dept. (retired)
John R. Tuffey, trans. dept.

PUBLIC RELATIONS — WHERE IT COUNTS MOST!

ONE MORNING, recently, I boarded a car at Lechmere on my way into Boston. The conductor, one of our older employees, greeted me with a smile and a bright and hearty, "Good morning."

I purposely chose a spot near the front of the car to observe the reactions of the commuters to this man's particular brand of public relations. It was a revelation. Quite apparently, some of the people had intentionally waited for his car to come along. He spoke to everyone and his remarks were such as to liven up the whole atmosphere in his immediate vicinity. There were no "grumps" on his car. No one left in a "huff." Everyone was relaxed and thoroughly enjoyed the ride.

Now, I realize that not everyone has the temperament to compare with the one I witnessed, but — everyone can *smile*. It doesn't cost anything and you'll be surprised, pleasantly, at the dividends in good will and good fellowship that will accrue.

LONG-SERVICE EMBLEMS AWARDED

464 ACTIVE EMPLOYEES NOW HOLD LONG-SERVICE EMBLEMS

On October 1st, the semi-annual exchange of long-service emblems was made for the second half of 1951. The first emblem — a 40-year pin — was awarded to seventy employees and seventeen employees received the 45-year pin.

The active employees who have been awarded long-service emblems now number 464:

50-year Emblem	4
45-year Emblem	54
40-year Emblem	406
	464

ENTERED THE 45-YEAR CLASS

Engineering and Maintenance Department

Lawrence J. Mullaly, *drawbridge operator*
Joseph Rosen, *station repairman*

Power Department

Bion C. Butler, *Assistant Chief Electrical Engineer*

Rolling Stock & Shops Department

W. J. Conley, *carhouse foreman*
Patrick J. Madden, *machinist*

Rapid Transit Lines Transportation

Timothy J. Ahern, *motorman*
Solomon Holzman, *district supervisor*
Joseph V. Owen, *guard*

Surface Lines Transportation

George J. Forristall, *operator*
John E. Hellender, *station master*
Frank M. McLean, *operator*
David J. Murphy, *operator*
Herbert E. Wheeler, *operator*

ENTERED THE 40-YEAR CLASS

Engineering and Maintenance Department

Maurice Harvell, *wireman*
L. H. Harwood, *wireman*
Edward J. Hurley, *carpenter*
Henry S. Leonard, *drawbridge operator*
P. J. Murphy, *inspector*
Ralph B. Stacey, *plumber's helper*

Power Department

Edward Beucler, *head lineman*
Philip E. Brosnahan, *sub-station operator*
Thomas J. Elwood, *lineman*
Ernest G. Favier, *sub-station operator*
Thomas F. Fleming, *general foreman*
Joseph Keaney, *boiler room foreman*
Martin Lally, *head lineman*
J. Carroll Tucker, *"A" electrical engineer*

Rapid Transit Lines Transportation

Thomas J. Adams, *starter*
Arthur F. Colby, *guard*
Chester F. Collier, *motorman*
Joseph I. Cotter, *inspector*
John I. Garrity, *starter*
Hilbert J. Isaksen, *motorman*
Ralph L. Jewett, *warder*
Willard R. Kitchen, *motorman*
William H. Parsons, *motorman*
James W. Snow, *starter*
Mrs. Helen F. Trow, *collector*

Surface Lines Transportation

William J. Boudrot, *operator*
Lawrence H. Braid, *operator*
Joseph A. Buckley, *operator*

SURFACE TRANSPORTATION LINES (continued)

Alexander M. Cameron, *operator*
James A. Carmichael, *starter*
William L. Casey, *operator*
Patrick Connolly, *operator*
Emilio DeAngelis, *inspector*
Denis Doherty, *operator*
Lawrence J. Dunne, *operator*
Thomas F. Fallon, *operator*
Peter L. Frazier, *clerk*
Hanson L. Gates, *operator*
Edward B. Goodwin, *operator*
Michael J. Greally, *starter*
Ralph E. Harris, *operator*
Andrew Harron, *operator*
John W. Hurley, *operator*
John G. Johnson, *operator*
Martin J. Joyce, *inspector*
Timothy J. Kelly, *operator*
Ralph W. Mayo, *operator*
Frank McCarthy, *inspector*
John R. McCree, *janitor*
Francis L. McDonald, *operator*
Frank J. McPartland, *operator*
William J. McWatters, *operator*
Martin M. O'Donnell, *starter*
John J. O'Donoghue, *operator*
Joseph Ordesky, *operator*
Frank F. Pate, *operator*
William J. Pitman, *operator*
Douglass J. Power, *operator*
William F. Powers, *operator*
John J. Seaman, *starter*
Jeremiah J. Shea, *operator*
John A. Sheppard, *operator*
Thomas F. Spelman, *special supervisor*
William J. Wagner, *operator*

Treasury Department

George A. Auld, *agent*
Walter J. Boudreau, *station receiver*
Louis S. Domings, *agent*

With the Pensioners

During July, August, September and October, 28 names were added to the pension roll, bringing the total to 1,455. A list of the additions follows, giving the name of the pensioner and the position held:

Robert J. Breen, *machinist*
James A. Burnett, *operator*
Vito Champi, *car cleaner*
John J. Cunningham, *conductor*
Carl G. Danielson, *class 1 repairman*
Laurence J. Dunne, *operator*
Thomas J. Gallavan, *operator*
Patrick J. Galvin, *class 1 machinist repairman*
Michael G. Gorman, *operator*
Francis E. Harrington, *sub-station general foreman*
Jeremiah J. Hegarty, *track repairman*
Jeremiah J. Hurley, *bridgeman*
Richard M. Infante, *machinist*
Edward R. Kelly, *personnel assistant to general manager*
Joseph J. Kelly, *operator*
Thomas F. Kelly, *operator*
James W. Kenney, *conductor*
Daniel R. MacIvor, *lineman*
Thomas F. McDermott, *car cleaner*
Michael J. McDonnell, *carhouse repairman*
Anthony J. McDougall, *switch repairman*
John M. Norris, *motorman*
David Y. Ross, *supervisor of stores*
Arthur L. Saunders, Sr., *guard*
Michael Silk, *trackman*
John Snook, *carpenter*
Francis J. Tierney, *carhouse repairman*
Patrick Walsh, *arc repairman*

Deceased Employees

During the past four months, 63 of our employees have been reported deceased. Of this number, 28 were from the active list and 35 were pensioners.

From Active Group

Frederick J. Bialka, *operator, 1942*
Joseph A. Buckley, *operator, 1911*
Leslie I. Butler, *clerk and collector, 1918*
Mrs. Margaret E. Callahan, *collector, 1943*
Edwin J. Clayton, *machinist chauffeur repairman, 1942*
William J. Danick, *adjuster, 1917*
Michael J. Fallon, *guard, 1916*
Walter E. Fleming, *station receiver, 1909*
John L. Gale, *operator, 1911*
Michael F. Glynn, *operator, 1913*
Anthony J. Guillou, *sheet metal worker, 1941*
Peter P. Mahoney, *carhouse repairman, 1926*
Michael J. Manning, *operator, 1912*
Henry G. McKee, *collector, 1950*
Matthew J. McLaughlin, *operator, 1929*
Frank J. McPartland, *operator, 1911*
Thomas A. Mooney, *supervisor, bridge building construction, 1943*
Joseph N. Moore, *porter, 1923*
John H. Morrissey, *conductor, 1910*
Carl G. Mosher, *carhouse foreman, 1906*
Paul R. Murphy, *collector, 1950*
Michael F. Nash, *operator, 1912*
Cornelius J. O'Neill, *operator, 1926*
Palmer B. Reeves, *supervisor, steel construction, 1944*
Thomas J. Ryan, *warder, 1899*
Lawrence A. Smith, *trackman, 1942*
Cornelius J. Sullivan, *general helper, 1945*
Maxwell Wilson, *station receiver, 1913*

From Pensioned Group

Francis E. Banks, *car cleaner, 1919*
Ralph Bevins, *operator, 1898*
James F. Collins, *conductor, 1899*
Bartholomew Connolly, *trackman, 1910*
Michael J. Conroy, *clerk, 1903*
William Doyle, *collector, 1923*
Percy H. Duncan, *operator, 1907*
Alexander C. Durgin, *conductor, 1911*
John T. Farrell, *guard, 1917*
William H. Ferguson, *motorman, 1905*
Daniel J. Fitzpatrick, *operator, 1898*
Joseph P. Fitzpatrick, *operator, 1908*
Patrick J. Ford, *oiler, 1912*
Fred F. Grant, *starter, 1899*
Richard M. Infante, *machinist, 1924*
Henry T. Johnson, *gateman, 1909*
John P. Keany, *car cleaner, 1919*
Patrick J. Lee, *operator, 1918*
Ernest P. Locke, *engineer, 1906*
Patrick J. Malloy, *general helper, 1907*
John McGowan, *operator, 1907*
John J. McGrath, *carhouse repairman, 1913*
John J. McPartland, *chief engineer, 1917*
Patrick J. Mulhane, *trackman, 1929*
James J. Murray, *motorman, 1907*
Michael O'Brien, *conductor, 1907*
Charles A. Patch, *operator, 1911*
Walter W. Payson, *operator, 1900*
Harry L. Puttner, *operator, 1903*
John P. Regan, *operator, 1901*
James Robinson, *starter, 1900*
Denis Shea, *inspector, 1896*
John A. Thomas, *operator, 1894*
Francis J. Tierney, *repairman, 1923*
Bartholomew A. Toomey, *operator, 1901*

Printed in U.S.A. 18 DR-1251-12½